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Table 1. The Railway Lines of Central-South China, 1956

Units: Km = Kilometer
Mi = Mile

Line	Terminals	Length
The Chengchow Railway Administration		
Trunk lines		
Lunghai Line (W.)	Shangch'iu - Lanchow	1,740 Km (1,087 Mi)
Peking - Hankow (S.)	Anyang - Hankow	1,220 Km (762 Mi)
Canton - Hankow (N.)	Wuchang - P'unch'i	132 Km (82 Mi)
Hsinhsiang - Huaiching	Hsinhsiang - Chiaotso	62 Km (39 Mi)
Branch Lines		
Hsienyang - T'ungch'uan	Hsienyang - T'ungch'uan	135 Km (84 Mi)
		3,289 Km (2,054 Mi)
The Canton Railway Administration		
Trunk Lines		
Canton - Hankow (S.)	Ch'angling - Canton	970 Km (606 Mi)
Chekiang - Kiangsi (W.)	Liuchiachan - Chuchou	949 Km (593 Mi)
Hunan - Kwangsi (N.)	Chuchou - Lengshuit'an	274 Km (171 Mi)
Nanchang - Chiuchiang	Nanchang - Chiuchiang	129 Km (81 Mi)
Canton - Sanshui	Canton - Sanshui	59 Km (37 Mi)
Canton - Shench'uan	Canton - Shench'uan	147 Km (92 Mi)
Hainan (including 20 Km branch line)	Sanya - Peili	200 Km (125 Mi)
Branch Lines		
Ch'anchiang - Kaok'eng	Ch'anchiang - Kaok'eng	7 Km (4 Mi)
Chuchou - Hsiangt'an	Chuchou - Hsiangt'an	28 Km (18 Mi)
Sungpo - Shuik'oushan	Sungpo - Shuik'oushan	58 Km (36 Mi)
Hsichiatung - Tsuhsing	Hsichiatung - Tsuhsing	35 Km (22 Mi)
Paishihtu - Yangmeishan	Paishihtu - Yangmeishan	14 Km (9 Mi)
P'ingshih - Kouyatung	P'ingsh'h - Kouyatung	7 Km (4 Mi)
Canton - Huangp'u	Canton - Huangp'u	6 Km (3 Mi)

[Table 1 fac. p. 754 (a)]

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Tayeh - Shihuiyao	Tayeh - Shihuiyao	20 Km (13 Mi)
		7,900 Km (4,912 Mi)

The Liuchou Railway Administration

Trunk Lines

Laipin - Nanankuan (Construction began Oct. 1950 and was completed Dec. 1951)	Laipin to Nanankuan	420 Km (262 Mi)
Hunan - Kwangsi	Lanchiats'un - Laipin	487 Km (292 Mi)
Kweichow - Kwangsi	Liuchou - Chinsh'engchiang	161 Km (101 Mi)
Lit'ang - Chanchiang (including 80 kilometers of special lines)	Lit'ang - Chanchiang	396 Km (247 Mi)
		1,444 Km (904 Mi)
	Grand Total	7,833 Km (4,770 Mi)

• Ito-Toshio Gaimusho [Ministry of Foreign Affairs, Japan], Chukyo Tetsudo No Genjo [The Present Conditions of the Chinese Communist Railways], Tokyo, 1954, pp. 42-73; Ling Hung-Neiu Chung-kuo T'ieh-lu Kai-lan [General Survey of the Chinese Railways], Taipei, 1960, pp. 27-34; Chin Chia-feng, Chung-kuo Chiao-t'ung Chih Fa-sheng Chi Ch'i Ch'ü-hsiang [Communications of China and the Trend of Development], Nanking, 1937, pp. 95-119; Jen-min Shou-ts'e [People's Handbook], Tientsin, Ta-kung pao, 1958, p. 624; Ta-kung Pao [Ta-kung Daily], Hong Kong, June 24, 1958.

(Table 1 faces p. 754.) [b]

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TRANSPORTATION AND DOMESTIC TRADE

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The transportation facilities of Central-South China are more diversified than those of other regions in Communist China. There are many railways, highways waterways, and aviation routes running between the principal cities in the Central-South Region and other important centers in other regions. Among these agencies, railways and waterways play the leading roles in the development of transportation. Motor transportation had been uneconomical in pre-war China, and remains so today because of the high cost of truck operation and limited load capacity. As for aviation in Central-South China, it is curtailed somewhat by the lack of up-to-date planes.

I. RAILWAY REHABILITATION AND CONSTRUCTION

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Ever since the Communists came into power on the China Mainland, a tremendous effort has been exerted to restore and expand the railway networks in the north, west, and southern regions. The railways which are in operation in the Central-South Region are shown in Table 1:

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Of the twenty-four lines, two were built by the Communists since 1950. 496

A. The Lai-pin -- Mu-nan-kuan Railway

Originally a section of the Hunan-Kwangsi Railway, this line had already been partially built by the Nationalist Government before World War II. The construction work stopped when Nanning was occupied by the Japanese in 1939. The Communist Government resumed construction in October 1950. It was reported that the whole line would need three million cubic meters of earth-work and four million cubic meters of stone-work. Two large bridges (Yung-chiang and Lai-pin), twenty medium bridges, fifty small bridges, and over a hundred culverts were built.[1] The Chinese Communists mobilized tremendous manpower to facilitate the construction. According to a Communist newspaper, more than 7,000 members of the Railway Corps, 4,000 experienced railway workers, and over 30,000 civilian laborers were organized into two bridge-building teams, nine construction teams, and three rail-laying teams.[2] It was reported that nearly 100,000 peasants in about a dozen hsien had been mobilized for the work of construction.[3] 499

The Lai-pin -- Mu-nan-kuan Railway was completed and opened to traffic on November 7, 1951. The purpose of building this line was chiefly military rather than economic, since it would serve to 496

1. Nan-fang Jih-pao [South China Daily], Canton, Oct. 19, 1950.
2. Ta-kung Pao [Ta Kung Daily] Hong Kong, Aug. 29, 1950.
3. Ibid., Oct. 26, 1950.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

defend China's southern gate. At the completion of this line, trains can run from Manchouli, the northernmost terminal of China, to Mu-nan-kuan on the southernmost border.[4] In other words, this railway can facilitate the flow of military as well as economic aids to Vietminh and can be used as a key route for aggression against the Southeast Asia countries.

A through-traffic agreement for the railway was signed in July 1955 by the governments of Vietminh and Communist China. The formal through-traffic ceremony was held in Peking in August 1955 as the first passenger and freight train began its run to Hanoi, capital of Vietminh.[5] The section within Vietminh between Hanoi and Mu-nan-kuan, about 200 kilometers (125 miles) long, had not been in use for almost ten years and was completed only in the early part of 1955. The new lines will enable the Chinese Communists to receive strategic materials at Haiphong, bypassing Hong Kong, and then transship them to Central China.[6]

B. The Li-t'ang-Chan-chiang Railway

The second railway which the Communists built in Central-South China is the Li-t'ang -- Chanchaing Railway. Construction was ordered in August 1954 by the Ministry of Railways. Military railway construction units did the major work in building the railway, which extends from Li-t'ang, an important point on the Hunan-Kwangsi Railway, to Chan-chiang (or Kwangchowan; called Fort Bayard at one time) on completion at the end of 1955, but the railway was finished six months ahead of schedule

4. Ibid.

5. Hua-ch'iao Jih-pao [China Daily News], New York, Aug. 23, 1955.

6. China News Service, New York, Aug. 16, 1955, p. 2.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

and officially opened to traffic[7] on July 1, 1955. The completion of the railway provides favorable conditions for the consolidation of national defense, aggression against Formosa, and the promotion of foreign trade. The main line is 345.78 kilometers long; in addition, there are special and service lines; in all, 396 kilometers.[8]

One of the new construction projects is the Amoy--Ying-t'an Railway. The railway is to be about 416 kilometers long. Construction began in October 1954 and is scheduled to be completed[9] before 1957. Like the Li-t'ang--Chan-chiang Railway, it is to be built under the leadership of the Army, and it will be valuable to the military. A report presented to the National People's Congress by the Communist Defense Minister P'eng Teh-huai, stated that when railway engineers and civilian workers were mobilized, construction would be accelerated to complete this strategic railway in order to facilitate the military campaign against Quemoy and Formosa.[10]

II. RAILWAY-BRIDGE CONSTRUCTION

During the first five years of the Communist regime, a number of projects for the strengthening or

7. NCNA Release, Peking, June 23, 1955.
8. Ibid.
9. China Daily News, New York, Aug. 8, 1928, 1955.
10. China News Service, New York, August 17, 1955.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The total trade volume of these fairs during 1952 was reported to have been 5,430 billion yuan, which would represent, if accurate, an increase of 141.5 per cent over that of 1952. In terms of ownership of the trading concerns, the state sector contributed 61.21 per cent; co-operatives, 8.97 per cent; joint public and private operation, 1.17 per cent; and the private concerns, 28.65 per cent.[88]

To sum up, the commodity movement between South and North China is mainly by way of railways and partly by coastal shipping, but between Central-South and East China inland waterways and railways are the principal means of transportation. Transportation facilities betwen the Central-South and the Southwest of China are inadequate because projected railway lines have not been completed. Highway and air transportation as a whole play only a minor role in Central-South China's trade. The two nearly built railways to the border of Indo-China are for military rather than for economic use.

The purpose of building the Lai-pin--Mu-nan-kuan Railway was purely military. The Chinese Communists, in order to facilitate their southern expedition and expand their military strength in Southeast Asia, had to extend substantial aids to Ho Chih-minh, chairman of the Vietminh government in Indo-China. The completion of this railway in December 1951 had a direct bearing upon Ho's military success in 1954. Military supplies, including men, weapons, and approximately 500,000 tons[89] of grain were shipped during the three-year period, 1952-54, of the war in Indo-China.

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88. Ibid., p. 8.

89. Ta-lu Liang-Huang Ti P'ou-hsi [An Analysis of Grain Shortage in Mainland China], The Sixth Section, Central Committee, Nationalist Party, Taipei, June 14, 1954, p. 13.

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Furthermore, if war should begin in Southeast Asia, military supplies of Russian origin could be shipped to Mu-nan-kuan directly by train and then trans-shipped to Vietminh. The Lai-pin--Mu-nan-kuan Railway can be considered as a most strategic line which would not only enable Communist China to render direct aid to Vietminh, but would also facilitate Soviet control over the whole of Southeast Asia.

The newly built Li-t'ang--Chan-chiang Railway has a similar strategic value. Chan-chiang (Kwangchowan), the southernmost terminal of the railway, is an important harbor opposite the Lei-chou Peninsula. Harbor-improvement work is underway and is expected to be completed by the end of 1955. The motive of building this new railway, and the reason for the construction of a new harbor in Chan-chiang, becomes evident when the following facts are considered: in order to avoid difficulties similar to those caused by the blockade of Formosa, strategic materials from Communist satellite countries can be imported through the port of Chan-chiang. This railway serves as a short-cut from Kwangtung to Kwangsi and reaches the Leu-chou Peninsula, gateway to Hainan Island. An important military base in the event of a Formosan invasion, the peninsula is reported to be guarded by 50,000 troops and equipped with six newly constructed air fields. In short, the Li-t'ang--Chan-chiang Railway will not only facilitate importation of strategic materials, but will also provide conditions favorable to the consolidation of military strength against Formosa and other parts of Southeast Asia.